FAA Airports Program Update

Presented to: 2016 MAAE Airport Conference
By: John Mayfield, Manager DET ADO
Date: February 17, 2016
2015 Spuds of the Year
Presentation Topics

- FAA’s Compliance Philosophy
- Safety Management Systems (SMS)
- Great Lakes Chapter AAAE Operations and Maintenance Conference
- AGIS Applications in FY2016
- Airport Winter Operations
- Runway Incursion Update
- FY15/16 AIP Highlights
- 2 CFR Part 200
FAA’s Compliance Philosophy

- When deviations from regulatory standards do occur, the FAA’s goal is to use the most effective means to return an individual or entity that holds a FAA certificate, approval, authorization, or license to full compliance to prevent reoccurrence.

- In 2015, FAA provided clarification to ensure all agency compliance and enforcement programs follow the same philosophy.

- This shared philosophy is one that FAA Airports Division has embraced for many years which first focuses on education, training and awareness to remediate deviations and instances of non-compliance in most cases.
FAA’s Compliance Philosophy

- In situations of repeated, intentional or reckless deviations from regulatory standards, FAA requires and must take strong enforcement stance when those deviations pose an unacceptable risk to safety.

- Examples where strong enforcement action is necessary include:
  - Failing to ensure safety personnel (i.e. ARFF, Operations) are properly trained.
  - Failing to maintain airport surfaces in safe conditions.
  - Failures to provide sufficient and qualified personnel to ensure safety oversight.
  - Falsification of safety training records.
Safety Management Systems (SMS)

- June 1, 2016, all (7) Small Hub Airports (MLI, MSN, FNT, CAK, GRR, DAY, FSD) are required to perform safety assessments for projects and application actions:
  - Submittal of revised ALPs for approval
  - Airspace determinations
  - Part 150 Noise compatibility programs
  - FAA approval for a Modification of Standards (MOS)
  - Final FAA approval of new and updated airport planning, design or construction standards.

- References/Forms
  - FAA Order 5200.11, FAA Airport (ARP) Safety Management System
  - ARP SOP 4.0, Risk Safety Management (SRM) Under ARP SMS
  - FAA Form 5200.8, Safety Assessment Screening for Projects (SAS-1) will indicate whether further SRM panel is required
  - FAA Form 5200.9, Safety Assessment Screening for Modification of Standards (SAS-2)
Great Lakes Chapter AAPE Operations and Maintenance Conference

• Held November 8-10, 2015 in Rosemont IL
• Supported by AGL Airports Division, including Division, Safety Branch and ADO managers
• There were approximately 200 attendees
• Visit http://glcaaae.org/events/annual-conference/ to view topics covered
• This years O & M conference is scheduled for October 23-25, 2016
AGIS Applications in FY2016

• Surface Analysis and Visualization Tool is the quickest way to analyze and mitigate obstacles identified on your airport.

• 20:1 Surface Visualization

• Obstacles Data Visualization and Validation

• Obstructions Risk Identification and Visualization

• Measurement of Penetrations

• Penetrations Report

• Mitigation Coordination

• Obstacle Mitigation Plan
On February 2, 2016 the Airports Safety and Standards Branch issued a guidance memorandum suspended the use of AC 150/5300-18C until further notice.

AD 150/5300-18B is to be used for all data collection efforts in FY2016.

What about AGIS in the years ahead?

- AGIS has a direct connection to the implementation of NextGen. AGIS data is the foundation for the redevelopment of the National Aerospace System

- AGIS data supports NextGen airport and airspace modernization initiatives – enabling airport data sharing across all Agency lines of business (LOBs)
Airport Winter Operations

- TALPA Origin
- Standardization concepts
- Planned Implementation actions
TALPA Origin

• Excursion at Midway Dec 2005
• Deficiencies addressed included:
  – Landing distance assessment at time of arrival
  – Accounting for contaminated runways at the time of takeoff
  – Reporting standardization and tools for the operators
• FAA formed Aviation Rulemaking Committee
  – Airplane Manufacturers - Airplane Operators
  – Regulatory Authorities - Airport Operators
  – Other Organizations
• Recommendations provided to FAA in 2009
Standardized Methodology

- Assessing runway conditions via RCAM
- Runway Condition Description
- Reporting and dissemination of runway conditions codes
- Airplane performance data to specific contaminants
- Pilot reported braking action
- Dissemination methods via the NOTAM system
Implementation Actions

- Update/develop various Advisory Circulars and other guidance documents
- Develop/test software changes to the NOTAM system
- Industry outreach
- Training for employees and operators
- Operational Oct 2016
Runway Incursion Update

- Runway Incursions are on the rise.
- The severity of Runway Incursions have risen.
- Call To Action – June 2015
AGL VPD’s
2016 versus 2015 by State

As of 02/09/16
AGL FY-16 VPD's as of 02/09/16

Total 23

- Airport-Snow: 8, 35%
- Unauthorized Vehicle: 5, 22%
- Unauthorized Pedestrian: 3, 13%
- Tenant-GOV: 2, 9%
- Tenant-Airline: 1, 4%
- Tenant: 1, 4%
- Construction: 1, 4%
- Airport-Maintenance: 1, 5%
- Airport-Operations: 1, 4%
Runway Incursion Mitigation Program

- National RIM Program Overview
- AGL RIM Program
Runway Incursion Mitigation Program
FY15/16 AIP Highlights

• What does the Airport and Airway Extension Act of 2015 (the Extension) through March 31, 2016 mean for Airports?

- The Extension provides the authority to collect aviation taxes for deposit into the Airport and Airway Trust Fund (Trust Fund), and to expend money from the Trust Fund. Without these authorities, we could not operate.

- The Extension allows ARP to continue to pay our employees so they can continue to provide oversight of all our ARP programs, in particular AIP.

- The Extension allows ARP to continue to make payments on our 5,407 open grants.

- The Extension also provides FAA contract authority to obligate new grants from the $1.675 billion, or 50% of the $3.35 billion.
Status of FAA Re-authorization


- House Transportation and Infrastructure Committee considered the bill (H.R. 4441) in addition to approximately 100 amendments on February 11, 2016.

- The Consolidated Appropriations Act of 2016 will keep the rest of FAA offices open and running through September 30, 2016.
AIP Funding for ALL Grants Initiated in FY15

- CHI: 107.1 Million (Discretionary: 161.5 Million)
- DET: 78.4 Million (Discretionary: 71.8 Million)
- DMA: 70.9 Million (Discretionary: 67.6 Million)

- Total: 416.9 Million (Discretionary: 395 Million)

Note: Totals may not add due to rounding.
AIP Funding for ALL Grants Initiated in FY15
AIP Funding for ALL Grants Initiated in FY15
(w/o LOIs & Noise)
## Types of Grants Programmed

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<th>Initial (New)</th>
<th>Amended</th>
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<td>TOTAL</td>
<td>342</td>
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- **Initial (New)**: 342 grants
- **Amended**: 13 grants
- **Closed**: 283 grants
Types of Grants Programmed FY15

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<th>IL</th>
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DET ADO Funding By Work Code FY15

- Runways, 42%
- State Block Grant, 23%
- Taxiways, 15%
- Aprons, 5%
- Land, 1%
- Roadways, 3%
- Equipment, 3%
- Terminals, 2%
- Planning, 4%
Establishes uniform administrative rules for Federal grants.

https://cfo.gov/cofar/
AC provides guidance to assist Sponsor to be compliance with the procurement requirements of §200.317-§200.326.

Conformance with the standards of AC 150/5100-14 is a condition of AIP eligibility.
Questions